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|-----------------------|---|--|---------------------------|
| 1. | VESSEL DESCRIPTION | | |
| 1.1 | Date updated: | May 31, 2017 | |
| 1.2 | Vessel's name: | MTM Tokyo | |
| 1.3 | IMO number: | 9279111 | |
| 1.4 | Vessel's previous name(s) and date(s) of change: | Stlot Nanami (Feb 01, 2011) | |
| 1.5 | Date delivered: | Jan 30, 2003 | |
| 1.6 | Builder (where built): | Kitanihon Shipbuilding Co, Ltd. | |
| 1.7 | Flag: | Hong Kong | |
| 1.8 | Port of Registry: | Hong Kong | |
| 1.9 | Call sign: | VRHZ4 | |
| 1.10 | Vessel's satcom phone number: | +6531580644/ +1-4012625054 / 870-765-068-491/2 | |
| | Vessel's fax number: | NA | |
| | Vessel's telex number: | 447703345 | |
| | Vessel's email address: | master.mto@mtmship.com | |
| 1.11 | Type of vessel: | Chemical Tanker | |
| 1.12 | Type of hull: | Double Hull | |
| Classification | | | |
| 1.13 | Classification society: | Nippon Kaiji Kyokai | |
| 1.14 | Class notation: | (Chemicals Type II & III) (ESP) (PSCM) | |
| 1.15 | If Classification society changed, name of previous society: | NA | |
| 1.16 | If Classification society changed, date of change: | NA | |
| 1.17 | IMO type, if applicable: | 2,3 | |
| 1.18 | Does the vessel have ice class? If yes, state what level: | No, | |
| 1.19 | Date / place of last dry-dock: | Jan 16, 2016 | Shanghai,China |
| 1.20 | Date next dry dock due | Jan 29, 2018 | |
| 1.21 | Date of last special survey / next survey due: | Nov 27, 2012 | Jan 29, 2018 |
| 1.22 | Date of last annual survey: | Mar 13, 2017 | |
| 1.23 | If ship has Condition Assessment Program (CAP), what is the latest overall rating: | NA | |
| 1.24 | Does the vessel have a statement of compliance issued under the provisions of the Condition Assessment Scheme (CAS): If yes, what is the expiry date? | NA | |
| Dimensions | | | |
| 1.25 | Length Over All (LOA): | 141.00 Metres | |
| 1.26 | Length Between Perpendiculars (LBP): | 133.00 Metres | |
| 1.27 | Extreme breadth (Beam): | 24.20 Metres | |
| 1.28 | Moulded depth: | 13.20 Metres | |
| 1.29 | Keel to Masthead (KTM) / KTM in collapsed condition (if applicable): | 34.02 Metres | |
| 1.30 | Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM): | 73.80 Metres | 67.20 Metres |
| 1.31 | Distance bridge front to center of manifold: | 41.00 Metres | |
| 1.32 | Parallel body distances: | Lightship | Normal Ballast Summer Dwt |
| | Forward to mid-point manifold: | 30.70 Metres | 34.40 Metres 30.49 Metres |
| | Aft to mid-point manifold: | 15.70 Metres | 24.60 Metres 36.05 Metres |
| | Parallel body length: | 46.40 Metres | 59.00 Metres 66.54 Metres |
| 1.33 | FWA at summer draft / TPC immersion at summer draft: | 220 Millimetres | 29.49 Metric Tonnes |
| 1.34 | What is the max height of mast above waterline (air draft) | Full Mast | Collapsed Mast |
| | Lightship: | 31.77 Metres | 0 Metres |
| | Normal ballast: | 28.27 Metres | 0 Metres |
| | At loaded summer deadweight: | 23.991 Metres | 0 Metres |
| Tonnages | | | |
| 1.35 | Net Tonnage: | 6,369.00 | |
| 1.36 | Gross Tonnage / Reduced Gross Tonnage (if applicable): | 11,549.00 | 9,232 |
| 1.37 | Suez Canal Tonnage - Gross (SCGT) / Net (SCNT): | 12,091.91 | 10,493.30 |

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| 1.38 | Panama Canal Net Tonnage (PCNT): | | | | | 11,549.00 |
| Loadline Information | | | | | | |
| 1.39 | Loadline Annex I | Freeboard | Draft | Deadweight | Displacement | |
| | Summer: | 3.492 Metres | 9.737 Metres | 19,999.23 Metric Tonnes | 25,080 Metric Tonnes | |
| | Winter: | 3.695 Metres | 9.534 Metres | 19,406.79 Metric Tonnes | 24,487.56 Metric Tonnes | |
| | Tropical: | 3.289 Metres | 9.94 Metres | 20,594.90 Metric Tonnes | 25,675.67 Metric Tonnes | |
| | Lightship: | 10.95 Metres | 2.25 Metres | | 5,080.77 Metric Tonnes | |
| | Normal Ballast Condition: | 7.45 Metres | 5.75 Metres | 8,948.09 Metric Tonnes | 14,028.86 Metric Tonnes | |
| 1.39 | Loadline Annex II | Freeboard | Draft | Deadweight | Displacement | |
| | Summer: | 3.20 Metres | 10.029 Metres | 20,856.91 Metric Tonnes | 25,937.68 Metric Tonnes | |
| | Winter: | 3.409 Metres | 9.82 Metres | 20,242.40 Metric Tonnes | 25,323.17 Metric Tonnes | |
| | Tropical: | 2.991 Metres | 10.238 Metres | 21,474.406 Metric Tonnes | 26,555.176 Metric Tonnes | |
| | Lightship: | 10.95 Metres | 2.25 Metres | | 5,080.77 Metric Tonnes | |
| | Normal Ballast Condition: | 7.45 Metres | 5.75 Metres | 8,948.09 Metric Tonnes | 14,028.86 Metric Tonnes | |
| 1.40 | Does vessel have multiple SDWT? | | | | Yes | |
| 1.41 | If yes, what is the maximum assigned deadweight? | | | | 20,856.91 Metric Tonnes | |
| Ownership and Operation | | | | | | |
| 1.42 | Registered owner - Full style: | MTM TOKYO LLC RM. 311, New East Ocean Centre. 9 Science Museum Road, Tsim Sha Tsui, Kowloon, Hong Kong. Tel: (852) 25289338 Fax: (852) 25202509 Telex: RS28152 Email: protective@mtmm.com.hk Company IMO#: 5581553 | | | | |
| 1.43 | Technical operator - Full style: | MTM SHIP MANAGEMENT PTE LTD. 78 SHENTON WAY, #13-01 SINGAPORE 079120 Tel: +65 6304 1770 Fax: +65 6220 7988 Email: marine@mtmsm.com Web: www.mtmshipmanagement.com Company IMO#: 1314037 | | | | |
| 1.44 | Commercial operator - Full style: | MT MARITIME MANAGEMENT (USA) LLC MT MARITIME MANAGEMENT (USA) LLC, 2960 Post Road, Southport, CT 06890, USA. Tel: 1-2032267882 Fax: 1-2032268934 Email: operations@mtmaritime.com Web: www.mtmaritime.com | | | | |
| 1.45 | Disponent owner - Full style: | MTM Trading LLC Trust Company Complex, Ajeltake Island, Ajeltake Road, Majuro, Marshall Islands MH 96960 | | | | |

| 2. | CERTIFICATION | Issued | Last Annual or Intermediate | Expires |
|-----|----------------------------------|--------------|-----------------------------|--------------|
| 2.1 | Safety Equipment Certificate: | Mar 11, 2016 | Mar 13, 2017 | Jan 29, 2018 |
| 2.2 | Safety Radio Certificate: | Jan 21, 2013 | Mar 13, 2017 | Jan 29, 2018 |
| 2.3 | Safety Construction Certificate: | Jan 21, 2013 | Mar 13, 2017 | Jan 29, 2018 |

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| 2.4 | Loadline Certificate: | Jan 21, 2013 | Mar 13, 2017 | Jan 29, 2018 |
| 2.5 | International Oil Pollution Prevention Certificate (IOPPC): | Oct 17, 2016 | Mar 13, 2017 | Jan 29, 2018 |
| 2.6 | Safety Management Certificate (SMC): | Jun 01, 2016 | Not Applicable | Aug 04, 2021 |
| 2.7 | Document of Compliance (DOC): | Sep 02, 2016 | Not Applicable | Sep 16, 2021 |
| 2.8 | USCG (specify: COC, LOC or COI): COC | Oct 11, 2014 | Not Applicable | Oct 11, 2016 |
| 2.9 | Civil Liability Convention Certificate (CLC): | Feb 20, 2017 | | Feb 20, 2018 |
| 2.10 | Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC): | Feb 20, 2017 | | Feb 20, 2018 |
| 2.11 | U.S. Certificate of Financial Responsibility (COFR): | Jan 19, 2014 | | Jan 19, 2017 |
| 2.12 | Certificate of Fitness (Chemicals): | Jan 21, 2013 | Mar 13, 2017 | Jan 29, 2018 |
| 2.13 | Certificate of Fitness (Gas): | Not Applicable | Not Applicable | Not Applicable |
| 2.14 | Certificate of Class: | Jan 21, 2013 | Mar 13, 2017 | Jan 29, 2018 |
| 2.15 | International Ship Security Certificate (ISSC): | Jun 01, 2016 | Not Applicable | Aug 04, 2021 |
| 2.16 | International Sewage Pollution Prevention Certificate (ISPPC) | Mar 11, 2016 | | Jan 29, 2018 |
| 2.17 | International Air Pollution Prevention Certificate (IAPP): | Mar 11, 2016 | Mar 13, 2017 | Jan 29, 2018 |

Documentation

| | | |
|------|--|-----|
| 2.18 | Does vessel have all updated publications as listed in the Vessel Inspection Questionnaire, Chapter 2- Question 2.24, as applicable: | Yes |
| 2.19 | Owner warrant that vessel is member of ITOPF and will remain so for the entire duration of this voyage/contract: | Yes |

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| 3. | CREW MANAGEMENT | |
| 3.1 | Nationality of Master: | Burmese |
| 3.2 | Nationality of Officers: | Burmese, Ukrainian |
| 3.3 | Nationality of Crew: | Burmese, Ukrainian |
| 3.4 | If Officers/Crew employed by a Manning Agency - Full style: | Officers/ Crew : Directly employed by Technical Operator |
| 3.5 | What is the common working language onboard: | English |
| 3.6 | Do officers speak and understand English: | Yes |
| 3.7 | In case of Flag Of Convenience, is the ITF Special Agreement on board: | NA |

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| 4. | HELICOPTERS | |
| 4.1 | Can the ship comply with the ICS Helicopter Guidelines: | NO |
| 4.2 | If Yes, state whether winching or landing area provided: | NA |

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| 5. | FOR USA CALLS | |
| 5.1 | Has the vessel Operator submitted a Vessel Spill Response Plan to the US Coast Guard which has been approved by official USCG letter: | Yes |
| 5.2 | Qualified individual (QI) - Full style: | ECM MARITIME SERVICES LLC 1 SELLECK STREET, 5TH FLOOR, SUITE 511, NORWALK, CT 06855, USA. Tel: 1-2038570444 Fax: 1-2038570428 Email: ecm@ecmmaritime.com Web: www.ecmmaritime.com |
| 5.3 | Oil Spill Response Organization (OSRO) -Full style: | NATIONAL RESPONSE CORPORATION 3500 Sunrise Hwy Ste, T103, Great River, NY 11739, USA. Tel: 1-8008994672 Fax: 1-6312249086 Email: iocdo@nrcc.com |
| 5.4 | Has technical operator signed the SCIA / C-TPAT agreement with US customs concerning drug smuggling: | No |

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| 6. | CARGO AND BALLAST HANDLING | | |
| Double Hull Vessels | | | |
| 6.1 | Is vessel fitted with centerline bulkhead in all cargo tanks: | Yes | |
| 6.2 | If Yes, is bulkhead solid or perforated: | Solid | |
| Cargo Tank Capacities | | | |
| 6.3 | Capacity (98%) of each natural segregation with double valve (specify tanks): | Seg#1: 1304.833 m3 (1P) Seg#2: 1316.954 m3 (1S) Seg#3: 1184.592 m3 (2P) Seg#4: 1184.522 m3 (2S) Seg#5: 2298.393 m3 (3P) Seg#6: 2279.302 m3 (3S) Seg#7: 1180.427 m3 (4P) Seg#8: 1196.473 m3 (4S) Seg#9: 2378.173 m3 (5P) Seg#10: 2374.286 m3 (5S) Seg#11: 1888.498 m3 (6P) Seg#12: 1888.937 m3 (6S) Seg#13: 619.166 m3 (7P) Seg#14: 603.886 m3 (7S) (Total 14 tanks of each natural segregation with double valve.) | |
| 6.4 | Total cubic capacity (98%, excluding slop tanks): | 21,698.442 Cu. Metres (slop tanks are also cargo tanks) | |
| 6.5 | Slop tank(s) capacity (98%): | 0 Cu. Metres | |
| 6.6 | Residual/Retention oil tank(s) capacity (98%), if applicable: | NA | |
| 6.7 | Does vessel have Segregated Ballast Tanks (SBT) or Clean Ballast Tanks (CBT): | SBT | |
| SBT Vessels | | | |
| 6.8 | What is total capacity of SBT? | 7,938.83 Cu. Metres | |
| 6.9 | What percentage of SDWT can vessel maintain with SBT only: | 31.56 % | |
| 6.10 | Does vessel meet the requirements of MARPOL Annex I Reg 18.2: (previously Reg 13.2) | Yes | |
| Cargo Handling | | | |
| 6.11 | How many grades/products can vessel load/discharge with double valve segregation: | 14 | |
| 6.12 | Maximum loading rate for homogenous cargo per manifold connection: | 476 Cu. Metres/Hour | |
| 6.13 | Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds: | 1904.00 Cu. Metres/Hour | |
| 6.14 | Are there any cargo tank filling restrictions. If yes, please specify: | Yes, DSG 1.5 | |
| Pumping Systems | | | |
| 6.15 | Pumps: | No. | Type |
| | Cargo: | 14 | Centrifugal |
| | Stripping: | | |
| | Eductors: | | |
| | Ballast: | 2 | Centrifugal |
| 6.16 | How many cargo pumps can be run simultaneously at full capacity: | 4 | |
| Cargo Control Room | | | |
| 6.17 | Is ship fitted with a Cargo Control Room (CCR): | Yes | |
| 6.18 | Can tank innage / ullage be read from the CCR: | Yes | |
| Gauging and Sampling | | | |
| 6.19 | Can ship operate under closed conditions in accordance with ISGOTT: | Yes | |
| 6.20 | What type of fixed closed tank gauging system is fitted: | Radar | |
| 6.21 | Are overfill (high-high) alarms fitted? If Yes, indicate whether to all tanks or partial: | Yes, All tanks | |
| Vapor Emission Control | | | |
| 6.22 | Is a vapor return system (VRS) fitted: | Yes | |
| 6.23 | Number/size of VRS manifolds (per side): | 2 | 150 Millimetres |
| Venting | | | |

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| 6.24 | State what type of venting system is fitted: | P/V Valves | | |
| Cargo Manifolds | | | | |
| 6.25 | Does vessel comply with the latest edition of the OCIMF 'Recommendations for Oil Tanker Manifolds and Associated Equipment': | N/A | | |
| 6.26 | What is the number of cargo connections per side: | 14 | | |
| 6.27 | What is the size of cargo connections: | 150.00 Millimetres | | |
| 6.28 | What is the material of the manifold: | Stainless Steel | | |
| Manifold Arrangement | | | | |
| 6.29 | Distance between cargo manifold centers: | 500.00 Millimetres | | |
| 6.30 | Distance ships rail to manifold: | 5,600.00 Millimetres | | |
| 6.31 | Distance manifold to ships side: | 5,800.00 Millimetres | | |
| 6.32 | Top of rail to center of manifold: | 1,300.00 Millimetres | | |
| 6.33 | Distance main deck to center of manifold: | 2,700.00 Millimetres | | |
| 6.34 | Manifold height above the waterline in normal ballast / at SDWT condition: | 10.35 Metres | 6.094 Metres | |
| 6.35 | Number / size reducers: | 1 x 150/125mm (6/5") 4 x 150/100mm (6/4") 2 x 150/200mm (6/8") 1 x 150/250mm (6/10") 1 x 150/300mm (6/12") | | |
| Stern Manifold | | | | |
| 6.36 | Is vessel fitted with a stern manifold: | No | | |
| 6.37 | If stern manifold fitted, state size: | | | |
| Cargo Heating | | | | |
| 6.38 | Type of cargo heating system? | Steam | | |
| 6.39 | If fitted, are all tanks coiled? | Yes | | |
| 6.40 | If fitted, what is the material of the heating coils: | SS | | |
| 6.41 | Maximum temperature cargo can be loaded/maintained: | 80.0 °C / 176.0 °F | 65 °C / 149 °F | |
| Tank Coating | | | | |
| 6.42 | Are cargo, ballast and slop tanks coated? | Coated | Type | To What Extent |
| | Cargo tanks: | NA | Stainless Steel, Clad SUS316L | |
| | Ballast tanks: | Yes | Epoxy | Whole Tank |
| | Slop tanks: | NA | Stainless Steel SUS316L | |
| 6.43 | If fitted, what type of anodes are used: | | | |

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| 7. | INERT GAS AND CRUDE OIL WASHING | | | |
| 7.1 | Is an Inert Gas System (IGS) fitted: | No | | |
| 7.2 | Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen: | Nitrogen (Bottled) | | |
| 7.3 | Is a Crude Oil Washing (COW) installation fitted: | No | | |

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| 8. | MOORING | | | | | |
| 8.1 | Mooring wires (on drums) | No. | Diameter | Material | Length | Breaking Strength |
| | Forecastle: | 0 | 0 Millimetres | 0 | 0 Metres | 0 Metric Tonnes |
| | Main deck fwd: | 0 | 0 Millimetres | 0 | 0 Metres | 0 Metric Tonnes |
| | Main deck aft: | 0 | 0 Millimetres | 0 | 0 Metres | 0 Metric Tonnes |
| | Poop deck: | 0 | 0 Millimetres | 0 | 0 Metres | 0 Metric Tonnes |
| 8.2 | Wire tails | No. | Diameter | Material | Length | Breaking Strength |
| | Forecastle: | 0 | 0 Millimetres | 0 | 0 Metres | 0 Metric Tonnes |
| | Main deck fwd: | 0 | 0 Millimetres | 0 | 0 Metres | 0 Metric Tonnes |
| | Main deck aft: | 0 | 0 Millimetres | 0 | 0 Metres | 0 Metric Tonnes |
| | Poop deck: | 0 | 0 Millimetres | 0 | 0 Metres | 0 Metric Tonnes |
| 8.3 | Mooring ropes (on drums) | No. | Diameter | Material | Length | Breaking Strength |
| | Forecastle: | 4 | 60.00 Millimetres | Composite | 220.00 Metres | 71.60 Metric Tonnes |
| | Main deck fwd: | 0 | 0 Millimetres | 0 | 0 Metres | 0 Metric Tonnes |
| | Main deck aft: | 0 | 0 Millimetres | 0 | 0 Metres | 0 Metric Tonnes |

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| | Poop deck: | 4 | 60.00 Millimetres | Composite | 220.00 Metres | 66.00 Metric Tonnes |
| 8.4 | Other mooring lines | No. | Diameter | Material | Length | Breaking Strength |
| | Forecastle: | 4 | 60.00 Millimetres | Composite | 220.00 Metres | 71.60 Metric Tonnes |
| | Main deck fwd: | 1 | 60 Millimetres | 8-Strand-Ti-Brid Rope(Polyester &PP Composite) | 220 Metres | 67.10 Metric Tonnes |
| | Main deck aft: | 1 | 60 Millimetres | 8-Strand-Ti-Brid Rope(Polyester &PP Composite) | 220 Metres | 69.21 Metric Tonnes |
| | Poop deck: | 4 | 60.00 Millimetres | Composite | 220.00 Metres | 71.60 Metric Tonnes |
| 8.5 | Mooring winches | | | No. | # Drums | Brake Capacity |
| | | | Forecastle: | 2 | Double Drums | 24.00 Metric Tonnes |
| | | | Main deck fwd: | 0 | | 0 Metric Tonnes |
| | | | Main deck aft: | 0 | | 0 Metric Tonnes |
| | | | Poop deck: | 2 | Double Drums | 24.00 Metric Tonnes |
| 8.6 | Mooring bitts | | | No. | | SWL |
| | | | Forecastle: | 4 | | 70 Metric Tonnes |
| | | | Main deck fwd: | 4 | | 57 Metric Tonnes |
| | | | Main deck aft: | 4 | | 57 Metric Tonnes |
| | | | Poop deck: | 8 | | 70 Metric Tonnes |
| 8.7 | Closed chocks and/or fairleads of enclosed type | | | No. | | SWL |
| | | | Forecastle: | 3 | | 62 Metric Tonnes |
| | | | Main deck fwd: | 2 | | 62 Metric Tonnes |
| | | | Main deck aft: | 2 | | 62 Metric Tonnes |
| | | | Poop deck: | 5 | | 62 Metric Tonnes |
| Emergency Towing System | | | | | | |
| 8.8 | Type / SWL of Emergency Towing system forward: | | | Chaffing Chain | | 100 Metric Tonnes |
| 8.9 | Type / SWL of Emergency Towing system aft: | | | Towing Pennant | | 100 Metric Tonnes |
| Anchors | | | | | | |
| 8.10 | Number of shackles on port cable: | | | | | 10 |
| 8.11 | Number of shackles on starboard cable: | | | | | 10 |
| Escort Tug | | | | | | |
| 8.12 | What is SWL and size of closed chock and/or fairleads of enclosed type on stern: | | | 64.00 Metric Tonnes | | 250 |
| 8.13 | What is SWL of bollard on poopdeck suitable for escort tug: | | | | | 70.00 Metric Tonnes |
| Bow/Stern Thruster | | | | | | |
| 8.14 | What is brake horse power of bow thruster (if fitted): | | | | | 0 Kilowatt |
| 8.15 | What is brake horse power of stern thruster (if fitted): | | | | | 0 Kilowatt |
| Single Point Mooring (SPM) Equipment | | | | | | |
| 8.16 | Does vessel comply with the latest edition of OCIMF 'Recommendations for Equipment Employed in the Mooring of Vessels at Single Point Moorings (SPM)': | | | | | N/A |
| 8.17 | Is vessel fitted with chain stopper(s): | | | | | No |
| 8.18 | How many chain stopper(s) are fitted: | | | 0 | | |
| 8.19 | State type of chain stopper(s) fitted: | | | 0 | | |
| 8.20 | Safe Working Load (SWL) of chain stopper(s): | | | | | 0 Metric Tonnes |
| 8.21 | What is the maximum size chain diameter the bow stopper(s) can handle: | | | | | 0 Millimetres |
| 8.22 | Distance between the bow fairlead and chain stopper/bracket: | | | | | 0 Millimetres |
| 8.23 | Is bow chock and/or fairlead of enclosed type of OCIMF recommended size (600mm x 450mm)? If not, give details of size: | | | | | No |
| Lifting Equipment | | | | | | |
| 8.24 | Derrick / Crane description (Number, SWL and location): | | | | Cranes: 1 x 5.00 Tonnes, center | |
| 8.25 | What is maximum outreach of cranes / derricks outboard of the ship's side: | | | | | 2.00 Metres |
| Ship To Ship Transfer (STS) | | | | | | |
| 8.26 | Does vessel comply with recommendations contained in OCIMF/ICS Ship To Ship Transfer Guide (Petroleum or Liquefied Gas, as applicable): | | | | | No |

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| 9. | MISCELLANEOUS | | |
| Engine Room | | | |
| 9.1 | What type of fuel is used for main propulsion? | Fuel Oil 380cst | |
| 9.2 | What type of fuel is used in the generating plant? | Diesel Oil | |
| 9.3 | Capacity of bunker tanks - IFO and MDO/MGO: | 1,196.71 Cu. Metres | 139 Cu. Metres 0 Cu. Metres |
| 9.4 | Is vessel fitted with fixed or controllable pitch propeller(s)? | Fixed | |
| Insurance | | | |
| 9.5 | P & I Club - Full Style: | THE NORTH OF ENGLAND The North of England P & I Association, The Quayside, Newcastle upon Tyne, NE13DU UK Tel: 44-1912325221 Fax: 44-1912610540 Email: general@nepia.com Web: www.nepia.com | |
| 9.6 | P & I Club coverage - pollution liability coverage: | 1,000,000,000 US\$ | |
| Port State Control | | | |
| 9.7 | Date and place of last Port State Control inspection: | Jan 24, 2017/Ramallo, Argentina | |
| 9.8 | Any outstanding deficiencies as reported by any Port State Control: | No | |
| 9.9 | If yes, provide details: | NA | |
| Recent Operational History | | | |
| 9.10 | Has vessel been involved in a pollution, grounding, serious casualty or collision incident during the past 12 months? If yes, full description: | Pollution: No, NA Grounding: No, NA Serious casualty: No, Collision: No, NA | |
| 9.11 | Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last): | Private and Confidential as per Charter Party. Please contact owner for detail. | |
| Vetting | | | |
| 9.12 | Date/Place of last SIRE Inspection: | May 11, 2017 / Ramallo, Argentina | |
| 9.13 | Date/Place of last CDI Inspection: | Feb 20, 2016 / Padang, Indonesia | |
| 9.14 | Recent Oil company inspections/screenings (To the best of owners knowledge and without guarantee of acceptance for future business)*: <i>* "Approvals" are not given by Oil Majors and ships are accepted for the voyage on a case by case basis.</i> | Shell, BP, CDI | |

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Form completed on <http://www.q88.com/integration.aspx> Please email support@q88.com an updated copy if this is not the latest version.

To the best of owners knowledge all information is true and given without any guarantee